

REPORT

CD NO.

25X1

East Germany

DATE DISTR. 17 March 1955

1. Experiments with Substitute Fuels to be used by Locomotives

NO. OF PAGES 2

2. Spur Track to a KVP Installation at Hennersdorf

**NO. OF ENCLS.
(LISTED BELOW)**

25X1

**SUPPLEMENT TO
REPORT NO.**

THIS IS UNEVALUATED INFORMATION

25X1

1. In December 1954, experiments were under way to utilize ~~hard coal~~ and coal at the locomotive test ~~plant in Halle~~.
A ~~25:25:37.5:12.5~~ mixture of hard coal and mud coal was used, but later experiments with a mixture consisting of one part of hard coal and three parts of mud coal are to be made. One ton of mud coal costs 28 eastmarks. Mud coal is said to have been utilized for the firing of Polish locomotives for a long time.¹
2. At a conference held in Leipzig it was decided to fire locomotives with a mixture of hard coal and raw brown coal. It was learned that the utilization of this fuel caused frequent leakages in the pipe system of locomotives.²
3. In December, no experiments were made on the utilization of coal dust for locomotives. Previous tests revealed that the use of this fuel reduced the consumption of coal by about 25 per cent when heavy-load trains were pulled but that no economy was effected at all in the case of standard trains.³
4. Since 6 December 1954, the locomotives stationed at Doberlug-Kirchhain have been fired with a fuel consisting of a mixture of hard coal, raw brown coal, brown coal briquettes and mud coal mixed at a ratio of 25:25:37.5:12.5.¹
5. The roadbed for the spur track leading to Industrial Depot 11 at Hennersdorf has been completed. Rails have not yet been furnished. The spur track originates at the Hennersdorf-East interlocking plant.⁴

25X1

25X1

1.

25X1

SECRET

- 2 -

25X1

25X1

2. Comment. Since April 1954, the utilization of raw brown coal for locomotives has been on the increase. The use of this fuel caused an increasing number of major train delays because of a lack of steam in locomotives.
3. Comment. The conversion of standard steam locomotives to the firing of coal dust was stopped a long time ago. A total of 89 coal dust-firing locomotives are available in East Germany.
4. Comment. Information on the construction of a spur track to the ~~former KVP maintenance shop~~ at Hannersdorf was transmitted previously.

25X1

25X1

25X1

25X1

25X1

SECRET

25X1

CLASSIFICATION

SECRET

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

CD NO.

COUNTRY

East Germany

DATE DISTR. 17 March 1955

SUBJECT

1. Experiments with Substitute Fuels to be used by Locomotives
2. Spur Track to a KVP Installation at Hennersdorf

NO. OF PAGES 2 25X1

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW) 25X1DATE OF
INFO.SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES. WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED, ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

1. In December 1954, experiments were under way to utilize Polish mud coal at the locomotive test plant in Halle. At first a 1:1 mixture of hard coal and mud coal was used, but later experiments with a mixture consisting of one part of hard coal and three parts of mud coal are to be made. One ton of mud coal costs 25 eastmarks. It is said to have been utilized for the firing of Polish locomotives for a long time. 1 25X1
2. At a conference held in Leipzig it was decided to fire locomotives with a mixture of hard coal and raw brown coal. It was learned that the utilization of this fuel caused frequent leakages in the pipe system of locomotives. 2
3. In December, no experiments were made on the utilization of coal dust for locomotives. Previous tests revealed that the use of this fuel reduced the consumption of coal by about 25 per cent when heavy-load trains were pulled but that no economy was effected at all in the case of standard trains. 3
4. Since 6 December 1954, the locomotives stationed at Doberlug-Kirchhain have been fired with a fuel consisting of a mixture of hard coal, raw brown coal, brown coal briquettes and mud coal mixed at a ratio of 25:25:37.5:12.5. 1 25X1
5. The roadbed for the spur track leading to Industrial Depot 11 at Hennersdorf has been completed. Rails have not yet been furnished. The spur track originates at the Hennersdorf-East interlocking plant. 4 25X1
1. Comment. Information on the utilization of mud coal for locomotives has been transmitted previously. According to unconfirmed information, the import of mud coal from Poland has been discontinued. 25X1

25X1

CLASSIFICATION

SECRET

STATE	NAVY	NSRB	DISTRIBUTION						
ARMY	AIR	FBI							

25X1

25X1

SECRET

- 2 -

2. [] Comment. Since April 1954, the utilization of raw brown coal for locomotives has been on the increase. The use of this fuel caused an increasing number of major train delays because of a lack of steam in locomotives. 25X1
3. [] Comment. The conversion of standard steam locomotives to the firing of coal dust was stopped a long time ago. A total of 89 coal dust-firing locomotives are available in East Germany. 25X1
- [] 25X1
4. [] Comment. Information on the construction of a spur track to the central KVP ordnance shop at Hennersdorf was transmitted previously. [] 25X1
- [] 25X1

25X1

SECRET